

Today's Advertisements.

FOR PENANG AND SINGAPORE.
THE Steamship

"INGRABAN,"
Captain Diederichsen, will be despatched for the above ports, proceeding direct to PENANG and SINGAPORE, on return to HONGKONG, on SATURDAY, the 30th instant, at 4.30 P.M.
For Freight or Passage, apply to
FOOK CHONG AH YON & Co.,
44, Prince Central,
Hongkong, 28th May, 1896. [87]

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist, and will bear comparison with the best English Manufacturers.
Special terms to HOTELS, CLUBS, MESSSES and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 28th May, 1896. [427]

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS.

with Full Details, to be had on Application.
PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896. [6]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
Within the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learned on application.
The Hongkong Telegraph is published at the Telegraph Press, No. 1, Despatch Avenue, Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 28, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

CORONATION OF THE TSAR.

LONDON, May 26th.
The coronation of the Tsar has been completed. The Tsar by a manifesto renounces all claims to the throne, reduces the land tax by one half for ten years, grants amnesties for minor offences, and reduces other sentences.

MASSACRE OF CHRISTIANS IN CRETE.
The Turkish soldiers at Crete have massacred and pillaged the Christian inhabitants. A British frigate has been ordered to Crete, and all the Consuls have telegraphed for men-of-war.

(From Tientsin Papers).
RUSSIA AND FRANCE.
PARIS, May 16th.

M. Felix Faure, accompanied by General Bois-deffre and Tournier, left on the 10th inst. for Tientsin to meet the Emperor-Dowager of Russia and accompany her as far as Peking-Moselle.

PARIS, May 17th.
The interview between the Emperor and M. Felix Faure was very cordial. Her Highness said she was delighted with her visit to France and the beneficial effect of the climate on the health of her children.

PARIS, May 18th.
Their Majesties of Russia have left for Moscow. The French mission which is to assist at the coronation ceremonies and which has left Paris.

MORE CHOLERA.
There are twenty deaths per day from cholera at Alexandria and ten per day at Cairo.

THE WAR IN ARBYSSINIA.

PARIS, May 19th.
The troops under General Baldissera have left Adigrat, returning to Seana.

FRANCE AND RUSSIA.

PARIS, May 20th.
Most of the Foreign Missions have arrived in Moscow, where an enormous multitude of sight-seers has assembled. The French Mission is expected to-day. It was warmly welcomed at Varsovie.

PARIS, May 21st.
Prince Vladimir, in the name of the Tsar, received the French Mission at Moscow. The reception was most cordial. The official entry into Moscow of the Tsar took place to-day. It was a gorgeous pageant.

LOCAL AND GENERAL.

MR. PENNIAL, chief instructor of the Naval College at Nanking, has been granted six months leave of absence to attend to special business in Tientsin at the urgent order of Viceroy Wang of Chihli. He left Nanking on the 10th inst.

There was concerned in the armed attack and murder at Wanchang were several persons. Captain Hastings this morning. The shopkeeper has returned, but he professes to be unable to identify any of the robbers. The case was again remanded until next Tuesday.

A HAIPHONG contemporary states, under date 23rd instant, that "the plague having developed in Hongkong, the health department is about to declare seven days' quarantine upon all vessels arriving at Haiphong from Hongkong. All passengers will be put under observation."

The semi-official *Yapen Mail* says:—The small, amiable of the two new steamship projects, one by Messrs Asano, Shibatawa, and so forth, and the other by several capitalists of Yokohama, is said to be now on the verge of consummation. When the amalgamation is completed, the capital will be increased to 10 million yen, an amount larger than the capital of the Japanese Government. The project is to build a line of steamships, originally contemplated by the two companies—that is, to the eastern coast of America and to Batavia, and to Portland—will both be undertaken by the united company. The service to Portland, forming a junction with the Oregon Railway, is at present monopolized by Messrs Samuel Samuel and Co., but when the two Steamship Companies are amalgamated, Messrs Samuel Samuel and Co. are expected to retire from the line in consideration of a sum of half a million yen annually for ten years, or, on their side, guaranteeing freight to the extent of five million yen annually.

At the pretty little Union Church, snugly enclosed in luxuriant foliage on the slopes of Albany nullo, many a happy couple have in recent years been united in what the Church states "holy matrimony." Many of the marriage ceremonies performed in Union Church have been of the most beautiful and well timed and gorgeous, but it is doubtful whether a more happy and interesting wedding party ever repared to the Kirk in question than the one that passed through its Gothic snow-white portals to-day, when Miss Kellogg was led to the altar by Mr. Henderson, of the flourishing Scottish Oriental Steamship Company. A goodly number of the friends of the charming bride and the accomplished bridegroom, Mr. N. G. Major, chief officer of the "S. O. Line" *Princess Chama Kiso*, assembled to witness the ceremony, including Mr. Staines, the able, painstaking, and popular Superintendent of the Scottish Oriental and the Northern Pacific Steamship Companies. The ceremony in the Church over, the party repaired to the residence of Captain Brook-Pigott (P. C. C. Rao), where justice was done to a *richer* breakfast provided by Thomas' Grill Room. During the banquet several toasts were duly honoured, *la fête de resistance*, the bride and bridegroom, falling to the lot of Mr. Henderson, who referred to Mr. Major's memorable exhibition of true British pluck and fearless determination on the occasion of the capture of the British ship *Barrow* from a most perilous position in the height of a typhoon on the 6th October, 1894, when the Commander of the vessel advised the whole crew to "prepare to meet their Maker" and affirmed that there was no hope of saving the ship. Mr. Major thought otherwise, and the result is that, as above stated, he has become Chief in the Scottish Oriental Co.'s service, was married to-day, and is now en route to Macao to spend the honeymoon. Next, Mr. Major I. That your married life may be a long, prosperous, and happy one is the earnest desire of all who have the pleasure of your acquaintance.

MEMORANDA.

SATURDAY, 30th May.

1 p.m.—Galle leaves for San Francisco, via small port of call.

THERE were thirteen cases of plague to-day—in the City, five in Kowloon, one in British Kowloon, and one in the harbour.

THE Provincial Governments throughout the Celestial Empire—Viceroys, Governors, and Tartar Generals of the different provinces—have been notified from Peking of the scheme of Chinese Imperial Postal Service now being carried out by Sir Robert Hart.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Benjamin, Kelly and Potts.....\$35
The Eastern Manufacturing Co., Ltd. 10
Po On Marine Insurance Co., Ltd. 10
W. Hutton Potts..... 10
Un Lai Chuen..... 10
A. Becker..... 5
L. Mallory..... 5
More and Schmidt..... 5
A. Rudge..... 5
K. W. Moseley..... 2

UNVEILING THE QUEEN'S STATUE.

AN IMPOSING CEREMONY.

To-day, May 28th, the day officially appointed for the celebration of the twenty-seventh anniversary of the birth of Her Most Gracious Majesty Queen Victoria, whose reign over the vast Empire of Great Britain—

Based upon her people's will
And compassed by the liveliest sea

has now extended almost to three score years, will long be remembered in this most loyal of colonies as the occasion upon which was formally unveiled the statue of our most beneficent ruler erected by the citizens of Hongkong in commemoration of the completion of the Jubilee of her reign. Nine years ago the residents of this most eastern of Her Majesty's Asiatic dominions manifested their loyalty by celebrating, in a manner hitherto unsurpassed in the East, the completion of fifty years of reign by the most gracious and best loved of rulers, under whose guidance this realm has grown to dimensions undreamed of in past ages by any Government. At that time it was thought but fitting that some more permanent souvenir should be erected that would bear witness alike to the event and the love felt by the residents here, long after the memory of the gorgeous pageants had grown dim through time. This it was decided should take the form of a statue of Her Majesty, to be erected in a prominent public place. Orders were at once given and in due course executed. Then, owing largely to the somewhat tardy completion of the Praya Reclamation work—it having been decided to erect the statue on this, in front of the City Hall—for some years nothing further was done. But now, as that portion of the work has been completed, the monument has been erected, and this day was selected as an eminently fitting occasion upon which to formally unveil it.

At the junction of the roads dividing this portion of the reclaimed ground into convenient plots, upon which, in the course of time will be erected the Government offices and the offices of the more prominent houses, in one of the finest sites in the colony, stands the emblem of the loyalty of the residents. Upon a broad base of granite stands a structure of Portland stone, with exquisitely carved pillars supporting an ornately carved but without chaste dome surmounted by the royal sceptre which stands aloft, pointing out to all the dignity and grandeur of that empire upon which the sun never sets, of which Hongkong forms an integral and not inconsiderable portion. In importance though not in size, and over which the sovereign whose statue it surmounts has so long beneficently and gloriously wielded its original. Covered by the dome, the whole being a most fitting adjunct, stands a bronze image of Her Most Gracious Majesty, erect, and holding the sceptre and globe that typify the powers she so ably wields. The entire structure fully represents the feelings of love and loyalty felt by her subjects in this colony, who by her wise and just rule have been enabled to erect upon this bare and rocky island the monument of the ability and energy so typical of British sons which is known to the world as the city of Victoria, the largest and most important in the East, and the third largest shipping port in the world.

The ceremony this afternoon was indeed grand and imposing, and must have been instructive to the thousands of natives of the Celestial Empire, most of whom, though resident in and taking advantage of the freedom of Hongkong, may in their inner thoughts be inclined to think slightly of their British rulers. Surrounding the three sides of the statue, which was well set off by masses of palms and ferns placed in baskets about the base, were nearly 2,000 troops, composed of detachments from the Royal Navy and Marine Light Infantry on the right flank, followed in succession by the Royal Artillery, Royal Engineers, Rifle Brigade, the Hongkong Regiment, and the Hongkong Volunteers, the whole being under the command of Colonel Anster, R.E. These marched in procession shortly after 5 o'clock. Long previous to this the invited guests were accommodated to the number of 1,000 in a marquee temporarily erected on the water side of the square, and thousands of Chinese were permitted to occupy two large squares inside the enclosure, while outside the enclosure, which was bounded by the Banks and City Hall, the cricket field, and Ice House Road, were many thousands of sightseers eager to witness the ceremonies. Among those in the stand were the subscribers to the Fund still in the colony, all the Civil, Military, and Naval officials, the Consular representatives of the various powers in Hongkong, the heads of the many prosperous firms which have done so much to make Hongkong what it is, and all the prominent residents, together with their wives and daughters, the whole forming a most brilliant assembly. Thanks to the perfect arrangements of the Police and Committee there was no confusion, those entitled to admission finding places prepared for them.

Promptly at 5.15 p.m. His Excellency the Governor, accompanied by his staff and the high military and naval authorities, appeared in view, whereupon the troops were brought to attention and shouldered arms. His Excellency and staff then proceeded to their places in the centre of the Stand, where, beneath the Royal Arms, His Excellency stood about, the troops presented arms, and to the strains of the national anthem the Royal Standard was flattered in the south-west breeze.

Hon. C. P. Chater, the Chairman of the Jubilee Statue Committee, then stepped forward and in the following speech asked His Excellency to unveil the statue:—

Your Excellency.—As Chairman of the Jubilee Committee, and on behalf of the community of the colony, I have the great honour of asking you to meet us to-day for the purpose of unveiling the Statue of Her Majesty Queen Victoria. I need not enlarge upon the interest, the fervent and loyal interest, which the residents of this island take in this ceremonial. I need not state that we are met together to discharge a most unusual and exceptional function. I need hardly remind you, sir, that the event which has given birth to these proceedings is one which, only a few years ago, stirred to the depths the hearts of the British race in every quarter of the world, for was not that event our Jubilee of our Most Gracious Sovereign? If my recollection serves me, I would ask you to look at this statue of Her Majesty's subjects, gathered here to offer their loyal and respectful homage to the Throne. I would ask you to look at the representatives of the other powers, who with their fellow-countrymen of theirs, who are resident here, have come to do honour to this auspicious event. Your Excellency, as we all know, Her Majesty's Jubilee occurred in the year 1837, and it will perhaps be not unprofitable to mention the reason why this statue has not been erected before. It was not because Hongkong was one whit behind other British Colonies in wishing to prove its faithful regard for Her who reigns over us; it was not because we did not desire to have in our midst a memento of the Ruler to whom we owe allegiance. No, sir, it was because we recognised that such a statue as this should be placed in an appropriate and conspicuous spot, a spot worthy, if that could be so, by its very position to do honour to the occasion, and until this great work, this reclamation, which we had no such place to offer. Under your Government, this portion of the reclamation has now been happily accomplished, and here in this commanding position, in the best part of the city, named after our Queen, we feel that our statue could find, in all this island, no more ennobling site. Sir, with the exception of Newfoundland, which was occupied about 1500, it was not until the early part of the 17th century that Great Britain first began to colonise in earnest. Thenceforward, however, down to the present time, our country has been steadily acquiring, by the test existing to-day, her earlier acquisitions were, in the nature of things, comparatively unimportant; but England's colonies have strengthened with England's strength, and grown with her commercial prosperity and power, until, one possession after another emerging from its infantile doubts and difficulties, they have gained their present status, and colonised in forging the magnificent chain, which, stretching from the Mother Country, now girdles the earth with British soil. Of this chain Hongkong forms one of the links, a strong and a lasting one, we may be permitted to hope, and to those assembled here, and to you, sir, as their Governor, it cannot but be interesting to remember that, after Her Majesty's accession to the Throne, this was the first colony that Great Britain acquired. Your Excellency, it is not possible to predict from the shadows which the future is casting before Hongkong will yet develop into a country so important as this, but it is not possible to surmise with any accuracy the part which will ultimately be allotted to her to play in the international theatre of the world. These questions lie in the womb of the future, and the future alone can answer them; but that she is destined to be always an important factor in both Imperial and local concerns, I for one have no doubt whatever. Such is her natural position, lying, as she does, on the fringe of the adjacent Empire; such is her mercantile value, being, as she is, the Eastern gateway through which must pass the commerce of the West; that it is hardly too much to believe that she must of necessity always constitute an element to be carefully and fully watched. Great and important movements have lately taken place in the Far East, possibly greater and more important changes yet to even now in contemplation which will enforce the gravest attention of diplomacy, and Her Majesty's Government, in its decision upon those events, in its determination of the path to pursue, can hardly omit Hongkong from its calculations. It is not possible to say, I do not forget, that in the evolution of the colonies of the Crown, if you in some part by her own vigour, largely due to her standing in line with those other colonies which together constitute the brotherhood known to-day as Greater Britain. Sir, in the evolution of time generation will succeed generation in Hongkong, new firms will arise, new projects will be formed; new personalities will seek to advance the colony's influence and promote her enterprise, long after names, familiar enough now, have been connected with past and better forgotten. Yet will this statue, standing as it does upon those who follow as the rights and privileges which, under British laws, they will ever enjoy, the security which the British constitution throws over those who live within the sphere of its protection, and above all, sir, the freedom, the greatest benefit perhaps that mankind has ever known, which exists to-day, and always must exist, beneath the Royal Standard of Great Britain. I now ask your Excellency to unveil the statue.

His Excellency in reply said:—
Mr. Chairman and gentlemen, I have accepted with great pleasure the invitation of the Jubilee Committee, and of the loyal community of Hongkong, to unveil this statue of Her Majesty Queen Victoria. I feel highly honoured at having to take so prominent a part in this interesting function, and am glad to think that my name will for all time be connected with it. This is a most important occasion for the people of Hongkong, and the representatives of the other Powers with their fellow-countrymen, is a sight which will never be forgotten by those who are witnessing it. Mr. Chairman and gentlemen, this statue is to commemorate the Jubilee of Her Majesty in 1837. Let me therefore for a moment compare the past of Hongkong with the present. Fifty-nine years ago Hongkong was a barren rock inhabited by 200 or 300 persons. The harbour was unenclosed by a wall. At the present moment the colony presents a remarkable object lesson to the newly arrived resident or traveller, unacquainted, I believe, in any other part of the world. He sees before him large and, in some cases, magnificent banks, city halls, and houses of business stretching for several miles along the sea-front. Island he sees rising like a giant above the hundreds of fine houses built by and for the thriving merchants of the

city. The harbour which fifty-nine years ago was nearly empty of shipping is now filled by steamers and sailing vessels which represent an aggregate capacity of some 15,000,000 of tons per annum. This wonderful growth has taken place during the reign of Her Majesty Most Gracious Majesty Queen Victoria. And in the place of a few hundred people, Hongkong has now a population of over 250,000 souls. Of these about 240,000 are Chinese. They live here under no compulsion. They are freemen, and are attracted by our liberal institutions and by the equitable treatment and justice of Her Majesty's rule. Mr. Chairman and gentlemen, of the future prosperity and growth of Hongkong I have not the slightest doubt. Her geographical position, her importance as a great emporium of trade and a strong Military and Naval station in that globe of British colonies which encircle the world is fully recognised by Her Majesty's Government. The opening of the West River, and of additional free ports in China, will give a further impetus to trade between Great Britain and that enormous and undeveloped Empire. Such measures which can be regarded as certain of fulfilment in the near future will be of incalculable value to millions of the subjects of the Emperor of China as well as to the able and energetic community of Hongkong. In conclusion, Mr. Chairman and gentlemen, I congratulate you on the selection of this fine site for Her Majesty's Statue, and I also congratulate you heartily on the excellent arrangements which you have made for giving to this auspicious and unprecedented event an importance and significance which it alone could deserve. With the words on my lips of God Save the Queen I now unveil this Statue.

His Excellency then, with the troops at the "present," pulled the cord which lifted the standard veiling the statue and amid the deafening cheers of the thousands of all nationalities present and the strains of "God save the Queen" by the bands, the image of Her Most Gracious Majesty Queen Victoria was displayed to view. Then three rounds the square rattled out the *feu de joie* from the troops, followed by Royal salutes from the military on the Praya and from the Commodore's flagship, the *Victor Emanuel*.

The troops were then drawn up and marched past the stand, saluting the Royal Standard and the representative of Her Majesty as they passed, and left the field. Then the spectators dispersed, each heart beating time to each voice ready to join in singing—
God save our gracious Queen,
Long may she live to reign,
God save our Queen.

SIXTY YEARS OF PROGRESS.

A recent issue of the *Edinburgh Review* contains the following brilliant retrospect, fitted to awaken deep Imperial patriotism, of the reign of Queen Victoria:—

HOW THE EMPIRE HAS GROWN.

Population and area have immensely extended. "There are seventy-five people living in these islands now for every fifty who were alive when the Queen came to the throne." We have added 275,000 square miles—a territory larger than Austria—in India; 8,000 square miles—a space as vast as Great Britain—in the rest of Asia; 200,000 square miles—a region as large as Germany—in South Africa; and in East Africa, 1,000,000 square miles—or about half the extent of European Russia. Our possessions in North America and in Australasia cover one-ninth of the earth's dry land. Canada has been politically reorganised, and translated from rebellion to distinguished loyalty. Constitutional self-government has been given to Australasia, which may count on an expansion in the next century similar to that of the United States in this. The British Empire now embraces an area of 8,500,000 square miles, or, if the subordinate Indian States and the possessions of the African Companies be included, of 10,000,000 square miles. It contains a population of some 350,000,000 people. Nearly one person out of every four on the earth owes allegiance, directly or indirectly, to the Queen. Its area is larger than that of Russia. . . . It is very doubtful whether China, populous as she is, supports so many people as the British Empire.

THE REIGN OF TEAM AND ELECTRICITY.

"When the Queen was born it was literally true that man could not travel faster than the *Pharos*." The first of the great trunk lines—that between London and Birmingham—was not opened till 1825. A third-class railway side 100 miles from London to Exeter took sixteen hours and a half. In 1842 there were only 18,000 passengers. There are 600,000,000 now, eight out of nine of whom are third-class. The mileage of railways is now 20,000; and their capital has sprung from £35,000,000 to £1,000,000,000. At the Queen's accession steam navigation of the Red Sea and of the Atlantic was "proved" to be impossible. In 1845 the *Sirius* and the *Great Western* crossed the Atlantic. The *Sirius* of 700 tons and 200-horsepower, took eighteen days from Cork to New York. The *Compania*, of 12,000 tons and 30,000 horsepower, does it now in a little over five.

Our commercial navy totalled in 1840 23,000 vessels, almost all of wood, and 2,800,000 tons; including 770 steam vessels, of 87,000 tons; but in 1894 numbers 21,000 vessels, mostly all of iron and steel, and nearly 9,000,000 tons, of which 6,000,000 tons go by steam. Electric telegraphy was not when the Queen came to the throne. The first year of her reign was the first of the electric telegraph. The Channel cable was only laid in 1851, the Atlantic cable in 1866. Since 1870, when the telegraphs were taken over by the State, the number of inland messages has risen from 10,000,000 to more than 70,000,000 a year. Then it was one wire, one message, at eight words a minute. Now six messages can travel by one wire at a speed of 600 words a minute. And the telephone has come in to relieve the telegraph. Postage in 1840 cost four pence a letter from London to Windsor, to Edinburgh thirteen pence. Exports and imports combined amounted in 1837 to about £140,000,000; in 1894 to more than £680,000,000. Then 1,200 articles were subject to Customs duty; now less than one dozen.

ARE THE PEOPLE BETTER OFF?

But "are the people better off than they were in 1837?" In 1842 every penny of the income tax raised, exclusive of Ireland, £700,000; now it brings in (inclusive of Ireland) two and a quarter millions sterling. Probate duty was paid on £50,000,000 in 1837; in 1894 on £1,600,000,000. While the population has increased by fifty per cent., the wealth of the country has trebled. Agriculture has not advanced like other industries; but land in Great Britain assessed under Schedule B stood at £45,000,000 a year in 1842, and in 1894 was not less, but slightly more.
Peasants in England and Wales numbered, in 1837, 1,137,000; and in 1894, 1,499,000, but now only 600,000.

The poor lived in cellars, and had none of the modern means of access to the country. The few paupers were cloaked to them. No wonder that, in 1837, convicts in England and Wales numbered 23,600; in 1894 there were 12,300. The convict population in 1833 was 50,000; by 1893 it had fallen to 4,345 prisoners and perhaps 2,000 ticket-of-leave men. In 1837 there was no effective police force anywhere in Great Britain save in London.

Then the lower orders were seething with discontent, breaking out into riots and Chartistism. But now "universal content has succeeded universal agitation." Wages are higher. The necessities and luxuries of the poor are cheaper. Legislation has regulated conditions of labour and has compelled sanitation; and the free library is coming to be almost universal.

The first annual grant made by the State for education dates from 1839. Then the grant was £30,000; now it is £9,000,000.

In 1850 one child out of every 89 people was a pauper, but one person out of every 20 was a criminal. In 1890 one child out of every eight was a pauper; but only one person out of every 2,400 was committed for trial.

Social difficulties are grave, but decreasing. When the Queen came to the throne, economic opinion recognised but one god—self-interest—and Adam Smith as his prophet. Now the prevailing tendency has registered itself in the word "Altruism."

IS IT A SIGN OF MEDIOCRITY?

It may be objected that life is being reduced to a dead level of mediocrity. In architecture we have produced the Houses of Parliament, the Thames Embankment, and most of the bridges over the Thames. In literature, Macaulay, Hallam, Grote, and Froude, redeem history, as Thackeray, Charlotte Brontë, George Eliot, and Dickens redeem fiction, and Wordsworth and Tennyson poetry, from the charge of mediocrity. "An age which has done more to dominate nature, and to explain nature, than all the preceding centuries, cannot rightly be charged with inferiority of intellect." The right of inquiry has been vindicated. Yet the progress of free thought "has not been followed by any decline in religious fervour." More money has been raised for church building, church extension, church endowment, and missionary effort, both at home and abroad, than at any previous period of our history.

HONGKONG GOLF CLUB.

UNITED SERVICES v. CIVILIANS.

This match, played yesterday, resulted in a victory for the Civilians by eight holes. The following is the score:—

CIVILIANS.	Holes.
Mr. G. Stewart	0
Mr. C. E. Home	3
Mr. S. A. Norton	5
Mr. V. A. C. Hawkins	2
Mr. H. L. Dalrymple	1
Mr. E. A. Ram	2
	13

UNITED SERVICES.

Capt. W. V. Eccles, R.E.	5
Capt. Ramsey, R.N.	0
Mr. W. M. Thompson, R.E.	0
Commodore Boyer, R.N.	0
Captain Ferguson, R.E.	0
Mr. C. V. Percival, R.E.	0
	5

On Thursday next, 4th June, the annual match Scotland v. The World will be played.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Kashan-Hind*) 30th inst.
American (*City of Peking*) 30th inst.
Indian (*Avrora-Apar*) 30th inst.
Canadian (*Empress of China*) 2nd prox.
German (*Prinz Heinrich*) 2nd prox.
American (*Doris*) 9th prox.
American (*China*) 13th prox.
Tacoma (*Tacoma*) 13th prox.

THE P. & O. S. N. Co.'s steamer *Hydaspis* left Singapore for this port at 11 a.m. yesterday.

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., left Nagasaki for this port at 5 p.m. yesterday.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Nagasaki at 6 a.m. to-day, and left again at 6 p.m. for Shanghai, where she is due at 2 a.m. on the 30th inst.

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.		
Kwangloos	steamer, from Shanghai.	
Amara	" "	Saloon.
Kachidate Maru	" "	Kitchinro.
Yitang	" "	Chefoo.
Hanul	" "	Hai Phong.
Tacol Christianen	" "	Saloon.
Ash	" "	Hoihow.
Comopolis	" "	Amoy.
Aggregating 9,132 tons register.		
DEPARTURES.		
Zafra	steamer, for	Amoy.
Yitang	" "	Singapore.
Patara	" "	Saloon.
Aden	" "	Shanghai.
Peking	" "	Singapore.
Kwangloos	" "	Canton.
Tatung	" "	Canton.
Aggregating 12,877 tons register.		

THE WAR IN THE ARCTIC
REGIONS.

CAPTURE OF THE NORTH POLE.

(By Magnetic Telephone.)

This morning, at an early hour, General Barnett G. G. advanced his brigade in the direction of Smith's Sound. Sending out skirmishers rapidly on his left flank, he quickly overtook the enemy; and the artillery being served, they soon began to waver. An ice-formation then took them in the rear, when they immediately scattered; and, like the phantom of a vision, left not a wreck behind.

The Mastodon corps followed in rapid pursuit and cut down thousands of the Esquimaux, who threw down their warlike spears in the utmost confusion. The slaughter was terrific. At least sixteen thousand of the enemy have been killed, as their corpses are now lying on the floor and melting gradually; besides some sixty-five thousand, or so, wounded by our powerful percussion telephones, whose fire is terribly accurate.

General Bobstay has just joined General G. G. from Helsing's Straits; and under the Commander-in-Chief, the united force has advanced by quick marches to the North Pole, which was captured without any serious loss at 3.45 this morning, after which the citadel was burnt. The British flag now waves on the top of the Pole and the dream of generations of Arctic navigators is realized.

Casualties: General G. G., Iceblock in the left pepper; 1st Elephants, Captain Hoogly, scratched; two non-commissioned officers and fourteen privates slightly confused with snow-balls; 3rd Mastodons, Major Slabstick, froze his moustache; he is having it thawed with ice water, and is now in a state of convalescence. 23rd Clappers: One non-commissioned officer and three privates, frost bitten. Further particulars by next telephone.—Exchange.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphates of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children, it is a marvellous food and medicine. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China.—Watkins & Co., Hongkong.—(Adv.)

J. DENIS, HENRY MOUNIE & CO.
COGNAC.
ESTABLISHED 1838.



BRANDY
OF
EXCEPTIONAL PURITY
AND
EXCELLENCE.
Proprietors of large Vineyards and
Distilleries.
Apply to
Messrs. DODWELL, CARLILL & Co.,
Hongkong.
M. OPPENHEIMER & Co., Paris, Agents.

Shipping.
STEAMERS.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above
Ports TO-MORROW, the 29th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 28th May, 1896. [876]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Steamship
"SHANTUNG,"
Captain Frampton, will be despatched TO-
MORROW, the 29th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th May, 1896. [831]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Ellis, will be despatched for the above
Ports on SATURDAY, the 6th June, at
Daylight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions
throughout the voyage.
A Stewards and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th May, 1896. [874]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"BENALDER,"
Captain Thomson, will be despatched as above
early in June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th May, 1896. [774]

Intimations.

SUMMER REQUISITES.

CITRATE MAGNESIA SEIDLITZ POWDER.

ENOS' FRUIT SALT.

RASPBERRY CITRATE. WATKINS' SALINE.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT SYRUPS. FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

FROM

WATKINS & Co.'s APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S
ANTIPYRINE! Each Tin bears the inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vaseline; its effect in stimulating the closing up of Wounds is described as
amazing.

Dr. OVERLACH'S

"MIGRAINE,"

(ANTIPYRINE—CAFFEINE CITRATE)

Is available for MIGRAINE and of the greatest value in treating HEADACHES of definite
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,
and generally where the administration of other remedies have failed.

To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain T. R. Galsworthy, will be despatched
as above on SATURDAY, the 30th instant, at
Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th May, 1896. [872]

FOR YOKOHAMA AND KOBE.

THE Steamship

"GERDA,"
Captain T. Ehlers, will be despatched for the
above Ports on SATURDAY, the 30th instant,
at 3 P.M.

This Steamer has Superior Accommodation
for First and Second Class Passengers and
carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th May, 1896. [881]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"
Captain Stalker, will be despatched as above
on SATURDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd May, 1896. [853]

JAVA, CHINA, JAPAN LINE OF
STEAMERS.UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.PROPOSED SAILINGS.
(Subject to Alterations.)JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. Fideration ... To JAVA ... [1]

S.S. Germania ... To JAVA ... [1]

S.S. Cassius ... To JAVA ... [1]

S.S. Cassius ... To JAPAN ... [1]

S.S. Germania ... To JAPAN ... [1]

S.S. Germania ... To JAPAN ... [1]

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 27th May, 1896. [1883]

FOR CHEFOO AND TIENTSIN.

THE Steamship

"CHING PING,"
Captain Blake, will be despatched for the above
Ports on TUESDAY, the 2nd June, at 5 P.M.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th May, 1896. [873]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TELAMON,"
Captain Pandy, will be despatched as above on
FRIDAY, the 5th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st May, 1896. [848]

"RICKMERS" REGULAR LINE OF
STEAMERS.FOR MARSEILLES, ANTWERP, BREMEN
AND HAMBURG.(Taking Cargo at through rates to RED SEA
Ports, MEDITERRANEAN and BLACK
SEA Ports.)

THE Company's Steamship

"DIKE RICKMERS,"
Captain Selgel, will be despatched as above on
FRIDAY, the 5th June.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
ALEXANDRIA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, ALL MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Doderio, will be despatched as above
on TUESDAY, the 2nd June, at Noon.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.
For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 27th May, 1896. [879]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"AMARA,"
Captain D. Smith, will be despatched as above
on TUESDAY, the 2nd June, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th May, 1896. [862]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alterations.)

Mount Lebanon ... Monday ... [15th June]

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"
will be despatched hence for HONOLULU,
VICTORIA, B.C., and PORTLAND, OREGON,
via KOBE and YOKOHAMA, on MONDAY,
the 15th June.

Consular Invoices of Goods for United States
Ports should be in QUADRUPPLICATE, and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 27th May, 1896. [882]

SAILING VESSELS.

FOR NEW YORK.

THE "100 At American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. [762]

FOR NEW YORK.

THE 3/5 L.I. American Ship

"LUCILE,"
Ballard, Master, will load here for the above
Port, and will have quick despatch.

For Freight, &c., apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd May, 1896. [763]

FOR SAN FRANCISCO.

THE 100 A.L. British Ship

"SOCOTRA,"
Robda, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 2nd May, 1896. [764]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 1st July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddar's Street. [3]

Hongkong, 20th May, 1896.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Nagasaki,
Kobe, Inland Sea, Yoko-
hama & Hon-
lulu) ... Saturday, 30th May,
at 5 P.M.

Doris (via Nagasaki,
Kobe, Inland Sea, Yoko-
hama & Hon-
lulu) ... Tuesday, 16th June,
at Noon.

Doris (via Nagasaki,
Kobe, Inland Sea, Yoko-
hama & Hon-
lulu) ... Saturday, 4th July,
at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on SATURDAY,
the 30th May, 1896, at 5 P.M. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 28th May, 1896. [6]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMAN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES.
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
WHISKY, &c.

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [66]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, Ceylon, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"MIRZAPUR,"
Captain J. R. London, R.N.R., carrying Her
Majesty's Mail, will be despatched from this for
BOMBAY, &c., on THURSDAY, the 28th
June, at Noon, taking Passengers and Cargo
for the above Ports. This steamer connects at
Bombay with the S.S. *Persian Gulf*, leaving that
port on the 29th June for London direct.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 21st May, 1896. [431]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
DOCTOR and STEWARDERS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$235.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.

